

**CITY OF KUNA
PLANNING & ZONING COMMISSION**

**MEETING MINUTES
Tuesday, January 22, 2019**

PZ COMMISSION MEMBER	PRESENT	CITY STAFF PRESENT:	PRESENT
Chairman Lee Young	X	Wendy Howell, Planning Director	X
Commissioner Dana Hennis	X	Troy Behunin, Senior Planner	Absent
Commissioner Cathy Gealy	X	Jace Hellman, Planner II	X
Commissioner Stephen Damron	Absent	Sam Weiger, Planner I	X
Commissioner John Laraway	X		

6:00 pm – COMMISSION MEETING & PUBLIC HEARING

Chairman Young called the meeting to order at **6:00 pm**.

Call to Order and Roll Call

1. CONSENT AGENDA

Meeting Minutes for January 8, 2019.

Findings of Fact and Conclusions of Law For 18-07-AN (Annexation) & 18-05-ZC (Rezone) – Bodahl-Stiner Annexation and Rezone.

Commissioner Hennis Motions to approve the consent agenda; Commissioner Gealy Seconds, all aye and motion carried 3-0.

2. PUBLIC HEARING

18-06-AN (Annexation), 18-08-S (Preliminary Plat) & 18-35-DR (Design Review) – Ledgestone Subdivision; On behalf of trilogy development, Inc., Jane Suggs, with WHPacific requests to annex two contiguous parcels comprising of approximately 60.85 acres on East Hubbard Road and North Locust Grove Road into Kuna City Limits with an R-8 zoning designation; and to subdivide the 60.85-acres into 298 total lots, consisting of 253 single family buildable lots, and 45 Common lots. The subject sites are adjacent to the southwest corner of East Hubbard Road and North Locust Grove Road, Kuna, ID 83634, within Section 18, Township 2 North, Range 1 East; (APN's S1418121126 & S1418123400).

Jane Suggs: Jane Suggs, WH Pacific, 2141 Airport Way. I represent Trilogy Development and Ledgestone Subdivision. We agree with all conditions in the staff report. We are asking for an annexation into Kuna of R-8. We have a property just over 60 acres and a density of just over 4 units per acre. We are below the Mason Creek Feeder. This density is approved in the Comprehensive Plan and the future Comprehensive Plan. The preliminary plat drawing shows alley loads. We are on the south portion of this site introducing alley-loaded products. The garages are accessed from the alley and the rear. That kind of design allows us to build lots that are 40 feet wide. The 40-foot-wide lot doesn't have a garage in the front like you normally see. You're probably familiar with alley loads in other communities. The lots are typically 4400 square feet. The can provide a garage and a 20-foot apron behind the garage on the property. R-8 is the only type of zoning that allows you to do the alley-load lot. I'll point out that R-8 seems like a high density, but we're tying that density right to that plat. Unlike the rezones that you've approved recently without a plat, which can be difficult, this one is tied directly to that plat. This home design is very desirable, it promotes a very nice streetscape so when you go down the street, you see the front houses and front porches. There is very little yard maintenance. There will be side yard separation. You will have side yard and a little front yard. The backyard will just be the side and the apron. There is no parking in the alleyways. The alley loaded homes make up 20 percent of all the homes there. The average lot size of the standard lots is 6800 square

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feet. The landscape plan shows that 14 percent of the site is landscaped. This includes some of the buffers that are along the streets. If you take out the streets which are basically landscaped areas, we still have over 10 percent of usable open space. The most prominent feature of our landscaping of course is the regional pathway along the Mason Creek Feeder. The developer is going to build a pathway that's going to be matching the city's recreation and pathways master plan. We will build over 2,000 feet of your master plan pathway along Mason Creek. Once it's completed, it will be dedicated to the City. There are other landscaped areas throughout the subdivision. We have a centrally located park that will have a top lot, a gazebo, and a half-basketball court as well as open areas for playing. There are five other additional green spaces around. They will be passive landscaping areas. When you want to meet a neighbor, there's a place to meet. Stroebel Road will be the main entrance, and there will be open space there. We are extending all utilities to and through the site. We did a traffic impact study and it was reviewed by ACHD and ITD, we agree with all of the conditions they have set. One condition from ITD is to fund a right-turn lane as you're going north on Highway 69 turning right onto Hubbard eventually. We have a phase map that shows it's done in five phases. There will be a four-way stop sign at Hubbard and Locust Grove. There will be a couple letters in your package from neighbors. We are building this development at the low end of the Comprehensive Plan for medium density. This goes up to seven to eight units per acre. We have a true mix of homes and sizes. **C/Laraway:** I noticed on this plat that you're requesting R-8 because of the specialty type construction. You only have six blocks with this alleyway. Will others be R-8 also? **Jane Suggs:** We have a few blocks with the R-8 size lots, the rest will be R-6 and R-4 lots. **C/Laraway:** The whole plat will be rezoned as R-8, correct? **Jane Suggs:** We're not zoning and coming back with a change, we will tie that condition of approval and rezone this with that plat. **C/Laraway:** I noticed the staff report there was discussion about street lights that will be later talked about. Will there be lights in the alley? **Jane Suggs:** There will generally not be lights in the alley. The lights generally stay on the street and on intersections. I've seen this in the past, where sometimes people put lights on the garages so that whenever they drive up, there are some lights. Typically, there are no street lights in the alley. **C/Laraway:** Will there be any driveways in the alley, or will it be a property line garage? **Jane Suggs:** It will be 20 feet. It will be a 20-foot alley, a 20-foot apron, and then a garage. You have not only garage parking but 20 feet in an apron. When you don't have garages on the street, you have a lot of parking. **C/Laraway:** Who will do the snow removal in the alleys? They will be public alleys, and we're building this to public alley standards. **Jace Hellman:** Chairman, Commissioner, for the record, Jace Hellman, Kuna Planning and Zoning Staff 751 W. 4th St. The application before you this evening is for an annexation Preliminary Plat and Design Review. The applicant requests to annex two contiguous parcels comprising of approximately 60.85 acres on East Hubbard Road and North Locust Grove Road into Kuna City Limits, with an R-8 zoning designation, and to subdivide the 60.85 acres into 298 total lots consisting of 253 single family buildable lots and 45 common lots. The project is proposed to be completed in five phases. Although the applicant has proposed R-8 as the zoning classification, the proposed density is actually only 4.15 dwelling units per acre. However, the dimensional lot standards of an R-8 designation allow the applicant to provide a new type of home product to the City. 53 buildable lots are proposed as alley loaded homes. These are single family homes, however the driveway and garage access will be available from the rear of the house via a public alley way. Applicant is constructing a new section of Stroebel Road along the east property line, which will serve as the main entrance into the Project. Stroebel Road is listed as a north-south collector according to Kuna's Street Circulation Map. Staff would recommend the applicant work with Staff and Ada County Highway District to ensure the new collector street is constructed to each agency's standards. A secondary access has been proposed onto existing Locust Grove Road. However, this access point is not projected to be constructed until a later phase of site development. In the meantime, the applicant proposes a temporary emergency access point on to Hubbard Road. Several stub streets have been provided as a part of this project, two (2) to the south, including the stub of future collector Stroebel Road, and one (1) to the northeast, across the Mason Creek Feeder. The applicant will be required to install a sign at the terminus of each of the roads stating these roads will continue in the future. Staff will defer the applicant to comments provided by ACHD for preferred language. A design review application for common area landscaping and open space was included as a part of the overall application. Applicant proposes several dedicated landscaping and buffer areas throughout the project.

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Approximately 14%, or 8.51 acres of the project has been dedicated to common area; and 10.2%, or 6.2 acres of the project have been determined as "usable open space". Staff find the proposed landscaping, buffers and common space to be in compliance with Kuna City Code. However, staff would recommend the applicant be conditioned to place sod wherever the landscape plan identifies "Lawn", and provide staff an updated landscaping plan accommodating requested change. The Recreation and Pathway Master Plan Map identifies a regional green way corridor pathway along Mason Creek on the South, which would be the applicant's property. The applicant proposes the construction of over 2,000 linear feet of regional public pathway along the south side of Mason Creek along the northeastern edge of the subject site's property line, which will connect with the pathway installed by Patagonia to the North. The property was posted and 400-foot notices were sent out to all people within 400 feet of the property. An additional courtesy notice was sent after this was tabled prior. And with that I will stand for any questions you have. **C/Young:** We will open the public testimony at 6:18. **Jane Suggs:** I don't have anything to rebut, but I want to respectfully request your recommended approval of the annexation, rezone and the design review for the landscaping. **C/Gealy:** Ms. Suggs, can you address the concerns in the letters that were sent in? **Jane Suggs:** Mr. Browning lives across Hubbard Road. He had some questions about landscaping. We are doing our landscaping to meet code. The only difference I see is that for Patagonia, ACHD asked us to put our landscaping in but not put curb and gutter in, because of future widening of Hubbard Road. It looks like Patagonia chose to put curb and gutter in, which will likely have to come out whenever Hubbard is improved. We put in the widened street, a little bit of the shoulder. We will then put in our sidewalk and have a 30-foot buffer like Patagonia has. That is the only difference that I see. He asked for limited access to Hubbard Road and we will only have one temporary access. Our main access is off of Stroebe Road, which is a new road that we will be building. You'll see there at the top of the project. There is a temporary access, because we will build likely more than 30 buildings with one access. If you go to the park area to Hubbard Road, lot 14 will actually be an emergency access until we get the road connecting to Locust Grove. He was concerned about accesses off of Hubbard Road, and that's a temporary access. He talked about the walking path matching and we will meet the requirements for the pathway just like Patagonia did. We will not have a pool and clubhouse. When I looked up Patagonia, they have over 400 homes in there. The pool and clubhouse thing is one of those things that depends on how many units that you're building. The type of HOA fees that you want to homeowners to take to pay. We have found that the walking path and the smaller parks and places where people can gather are more popular. The Garretts live right across the canal from us. They have that nice piece of property right there on the corner of Locust Grove and Hubbard. They are in the southwest corner of Locust Grove and Hubbard. They are right across the canal. They are concerned mostly because we are coming in. They are in the RR zone which is in the county. Patagonia is here, that area is changing. We do have the infrastructure to sustain this. He comments that he has issues with that. We do have the sewer and water irrigation capacity to sustain this. We will be building oversized pipes through the property to deal with expansion east of us. The road coming off of Locust Grove is right on the property boundary. The next person can actually use that road. Those are the forwarding thinking things that the staff asked us to do. We're very much in keeping with the Comprehensive Plan, yes things are changing a bit. I left a message for Mr. Browning and didn't have a phone number for the Garrett's, but I'd be happy to chat with him too. **C/Young:** I will close the public testimony at 6:25. **Jace Hellman:** Regarding the curb and gutter, there is proposed Condition No. 6 that requires that it is installed per Kuna City Code, so if the body would like to try and enforce that. **C/Hennis:** I like the amenities provided in the center along with the path. **C/Young:** For the site, the overall density is closer to an R-4 than R-8, which for the alleyway product is not just a 20-foot little slot. **C/Gealy:** I appreciate the variety of lot sizes and the variety of housing product that can be made available. There are some larger and smaller lots. I appreciate the open space and the pathway along the canal. Another concern I have is transitional lots, but I think with the alley-loaded product where it is, it makes sense to have smaller single family lots around that area on that end of the development and then have the larger lots on the other end. I do have a question regarding the curb and gutter. It is included as a condition of approval that curb, gutter and sidewalk shall be installed in accordance with Kuna City Code. You did say that you were accepting all of the conditions of approval. **Jane Suggs:** Commissioners, when I read that I was thinking about the curb, gutter and sidewalk being inside the property and not that along

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the arterials. Again, because that curb and gutter hasn't been set and designed by ACHD for any kind of specific elevations and things, it often comes out. That's why ACHD doesn't ask us to do the curb, gutter and sidewalk. I can only ask that the condition be adjusted to say interior, but I did not say that at the beginning. We don't do a lot of curb, gutter and sidewalk. We were looking at that as just being in the interior, so we would ask that this condition be changed to curb, gutter and sidewalk inside the subdivision. **C/Hennis:** You said that ACHD has this in the work plan? **Jane Suggs:** I don't know that they do, I haven't looked. The elevations of what the curb and gutter would look like for drainage. You put that in, and then you prevent drainage issues on the corners. They typically don't like to put that in bits and pieces. Once you pick up that drainage, it goes on and there's no system to take care of it. They wait until on arterials, a whole half-mile of improvements. I'm sorry I don't have the five-year work plan in front of me. I don't think that we've got elevations on curb, gutter and sidewalk. ACHD did not require it. **C/Gealy:** You are planning to put curb, gutter and sidewalk along Stroebel, correct? **Jane Suggs:** yes, we are going on Stroebel as a mid-mile collector. **C/Gealy:** The other condition that was requested from staff was that you have sod in all cases. **Jane Suggs:** Absolutely, we'll resubmit a plan showing where it says lawn, we'll put sod in. They're just asking to be sodded instead of seeded, because sod takes a little faster. We agree to that. I would ask that this be changed so that the interior streets and Stroebel will be considered the curb, gutter, and sidewalk. **Wendy Howell:** This very scenario with curb and gutter has come up in the past, where they do not have the elevations yet. ACHD has worked with the City and the developer so that curb and gutter could be put in. Maybe change the condition that developers work with the City and ACHD regarding curb and gutter, so that come to the best solution that we can. Our direction from Council is if it's not in the five-year work plan, they need to put it in as our ordinance states. **Jane Suggs:** I can accept a work-with condition. **C/Young:** As far as the curb and gutter goes, we've not done that when we know that Wendy said the five-year plan is coming and we're not tearing in brand new stuff, knowing what's developing to our west and to our east. It's required for City Code. **C/Hennis:** Well yes, but then again also if you don't have a road section plan as to where to put it, then it's going to be kind of difficult too. The condition to work with the City and ACHD would give a viable solution in the end. **C/Gealy:** We'll know more in five years than we do now since it's phased.

Commissioner Gealy motions to recommend approval of Case No. 18-06-AN & 18-08-S to the City Council with the conditions as outlined in the staff report; With an modification to Condition No. 6 that the developer will provide curb, gutter and sidewalk on the interior of the development and along Stroebel Road, and the developer will work with ACHD and City staff regarding the curb and gutter along Locust Grove and Hubbard Road; And an additional condition that on the landscaping plan in cases where "lawn" is mentioned, the developer would use sod; Commissioner Hennis seconds, all aye and motion carried 3-0. Commissioner Gealy motions to approve 18-35-DR with the conditions as outlined in the staff report; With an modification to Condition No. 6 that the developer will provide curb, gutter and sidewalk on the interior of the development and along Stroebel Road, and the developer will work with ACHD and City staff regarding the curb and gutter along Locust Grove and Hubbard Road; And an additional condition that on the landscaping plan in cases where "lawn" is mentioned, the developer would use sod. Commissioner Hennis seconds, all aye and motion carried 3-0.

18-07-S (Preliminary Plat) – Arbor Ridge Villas Subdivision; On behalf of Endurance Holdings, LLC., B&A Engineers requests to subdivide approximately 2.1-acres into eleven (11) total lots, consisting of eight (8) buildable multi-family lots, and three (3) common lots and has reserved the name Arbor Ridge Villas Subdivision. The subject site is located on the northwest corner of West Ardell Road and North School Avenue, Kuna, ID 83634, within Section 14, Township 2 North, Range 1 West; (APN# S1314244201).

David Crawford: I'm David Crawford with B&A Engineers, here representing the applicant for Arbor Ridge Villas Subdivision. Arbor Ridge has been completing developments over the past few years. We're up to phase four, and we're currently working on Arbor Ridge No. 5 and 6 concurrently. Arbor Ridge Villas will be a re-subdivision of three commercial lots in Arbor Ridge Subdivision No. 5. Arbor Ridge Subdivision No. 5 is currently beginning

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construction and will complete the road improvements for the full widening of School Avenue to the north boundary and Ardell Road clear over to Walnut Creek Subdivision. That will complete the widening of Ardell Road. Ardell Road has been a partial widening for many years. This would complete that widening. Ardell Road has been fully completed east of the site through Ardell Estates Subdivision. Ardell Estates Subdivision No. 3 is going to be approved and going to construction this year. That will complete a full travel width road section all the way to Linder Road. Arbor Ridge Villas contemplates taking the three lots that were created in Arbor Ridge Subdivision No. 5. Placing lots around the buildings that were approved by the Planning and Zoning Commission in October. We're not really expanding the use, we're just allowing the buildings to exist on their own lot rather than having multiple buildings on a total of three lots. It's a little complicated, we're doing work up front and then just platting around what we're doing. It allows for individual ownership of the buildings rather than having multiple buildings on one lot. There was a letter that we received from the Planning Staff dated January 14 from the Ewings. Some of the developments like Mineral Springs that are kind of close and cut through Ardell Road and then on out to Ten Mile. With the completion of Ardell Road and Linder Road we leave a lot of that alleviated. The connection of School Street to the Arbor Ridge first phase of development will also allow traffic to go out to Hubbard Road. I believe that a lot will be alleviated to some regard, but we can't say that nobody is going to go through there. We will allow at least two connection points for the residential then for these developments to occur. Arbor Ridge Subdivision was a Planned Unit Development that was approved several years ago. It dedicated a five-acre park to the City with the first phase of development directly south of Hubbard Road. With that development, we are extremely lucky to also work with the Boise Project Board of Control to allow a twelve-foot pathway to connect all the way from Ardell Road through phases of Arbor Ridge subdivision. Arbor Ridge Phase 6 will complete that pathway system to connect all the way from Ardell Road to Kuna City Park that is located in Arbor Ridge Subdivision No. 1. Arbor Ridge Subdivision No. 5 is a very large lot subdivision. Most of the lots exceed 12-14,000 square feet. It was part of the original PUD. Down at the intersection, on the northwest corner of Ardell and School Street, this was slated for commercial. There was also a few years ago, a development with the re-subdivided Mineral Springs Subdivision. This created Mineral Springs Subdivision No. 2. That was also slated for commercial construction but found not to be viable. They made it into a single-family home development and rezoned that. This is the last portion of commercial land that existed within the approvals. I'll stand for any questions you may have, but we respectfully request your approval for the Arbor Ridge Villas tonight. **C/Gealy:** Is it your intention then to construct the pathway along the canal that runs to the Northwest portion of the commercial piece? **David Crawford:** It was not our intent to install the pathway along there, we are actually creating a fencing boundary that is required to maintain the access from the Boise Project Board of Control. I don't know exactly what the pathway system would look like, that hasn't been discussed as a condition of approval. I do know that currently, the Boise Project Board of Control doesn't allow construction of pathways within the right of way. I think it will be the state lateral. The only thing that we'll be able to do is put a gravel pathway down. It wouldn't allow the construction of asphalt. If that condition were imposed in this development, it would be a condition that we couldn't comply with. This is because they simply wouldn't allow it. It's not that we don't want to do it, it's just that we can't get their permission to do it. **Jace Hellman:** Chairman, Commissioners, for the record, Jace Hellman, Kuna Planning and Zoning Staff 751 W. 4th St. The application before you this evening is a request for a preliminary plat recommendation to the City Council of approval or denial. The applicant is proposed to subdivide approximately 2.1-acres into eleven total lots, consisting of 8 buildable multi-family lots and three common lots. The project has reserved the name Arbor Ridge Villas. The site of the project is located on the northwest corner of Ardell Road and School Avenue. The proposed project site was identified in original Arbor Ridge Villas Subdivision Planned Unit Development (PUD), which was approved in 2003. The subject site is currently zoned R-4, and is identified as medium-density residential on the Comprehensive Plan Future Land Use Map. However, following the original approval of the Arbor Ridge PUD, a development agreement was signed, which guaranteed the proposed project site area the zoning designation of C-1 (neighborhood commercial). If approved, the applicant will have to record the separation of the parcel, and staff will provide a rezone ordinance reflecting the approvals laid out in the signed development agreement. Access to the site is proposed via two full access driveways. The first is situated on West Ardell Road and the second is

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situated on North School Avenue. Additionally, the applicant will be constructing the remain half of the street sections of West Ardell Road and North School Avenue that fronts the proposed project site as a part of the required public improvements listed in Kuna City Code. Currently, there is no curb, gutter or sidewalk along the property's frontage. And both Ardell and School Road are unimproved roadways. Staff would note that both West Ardell Road and North School Avenue are listed as Major Collectors according to the City of Kuna's Street Circulation Map. Kuna City Code requires the right-of-way improvements such as street widening, curb, gutter and sidewalk along a property's frontage as a part of the subdivision process. Following email correspondence with the project's engineer on January 16, 2019 (exhibit D3) confirms all required right-of-way improvements will be installed with the installation of Arbor Ridge phases five and six prior to the re-subdivision and development of the proposed project. The Recreation and Pathways Master Plan Map indicates a future trail along the eastern boundary of the proposed project site along the State Lateral. However, the preliminary plat does not identify the location of a trail on site. It is the City's goal and desire to increase the number of trails and pathways in Kuna. Staff highly recommends the developers be conditioned to comply with the Master Plan's goals and design and construct the identified pathway along the State Lateral to the standards set in Kuna City Code 6-4-2 (Required Public Improvements). Notices were sent out to people that were within 400 feet of the property as mandated by state code which requires 300 feet. The property was noticed and an ad was run in the Kuna Melba News. With that I will stand for any questions you may have. **C/Hennis:** With regards to the applicant, he discussed having a pathway along the canal, what's the city's stance on that with being able to allow anywhere along that easement, do you know otherwise a method to where we can provide a pathway along there? **Jace Hellman:** Typically, it's been done in other subdivisions and it's been done on where they've allowed it with it on their own private property rather than not on their property. That might be an option to explore. This is why we could do a condition that they work with staff and the Boise Project to get that goal of getting a pathway in there. **C/Young:** We'll open the public testimony at 6:48. **Tim Donka:** I live at 2332 North Corktree Way. First and foremost, I'd like to thank you for taking the time to hear me out. I did take the time to look at the vision of Kuna. I notice that it's been updated several times throughout the last couple years back in 2003 and as current as 2015. I do understand that there must a balance made between affordable housing and apartment complexes or lower income. The vision I saw that stood out in my mind was building stronger communities. I oppose apartment complexes. I know that these won't be a concern for Planning and Zoning. I live in Arbor Ridge Subdivision and I enjoy the pathway that's mostly completed. The opposition that we've had in the past is people that have come forth and said I don't want an apartment close to my house. Those don't build stronger neighborhoods. I do appreciate the fact that they will finish Ardell all the way through. If you guys do submit this and approve it. Right now, it's a one lane road. Multiple times, I've seen vehicles coming both directions and they've got nowhere to go. That is a plus for that. The only thing concerning with this was that it's two acres and they're dividing it into 11 lots, three of them being open space which I assume is parking. You can't put eight apartments in there and then tell me that there's going to be a park there. There is a park that's fairly close, and it's within maybe five or six blocks. It would be nice to have more green space inside there, besides just the huge asphalt section. I don't have a plat of what they have or what it's going to look like. **Ian Gordon:** I live at 2246 N Citrine, which is on the corner of Ardell and Citrine. I'm opposed to the zoning being changed on that property. I'm opposed to the construction of apartments. It is zoned for multifamily right now rather than single-family, which I had initially thought was the planned use. Was this changed recently? **C/Young:** As staff indicated as a part of the PUD approved in 2002, that parcel would be used as a C-1 commercial property. **Ian Gordon:** I moved here recently like many of the people behind me. Many of us came from high-density cities with a lot of problems and we moved here for a different experience. We moved to support the community. I spent \$500,000 on my house with the expectation that other houses would certainly be built. As you're planning another community, you would take into account keeping comparable property values when you build a new subdivision. The most important thing for new home owners is to build equity in their house. We have a lot of senior citizens up here who brought their retirement. We've got a house that we want to appreciate as much as possible. The construction of our apartment building is going to depreciate our property. We're going right back to where we just left. We left 900 miles away to come here and be faced with the social

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problems that will be brought by having apartments in this area. This town has plenty of area to build apartments. Have an apartment section where all the apartments are. I don't see where there's good planning if you take a low value property, something that's turning people over month after month in our neighborhood. If you look at national statistics by the FBI, we will be faced by not only this traffic problem. The fact that this developer plans to finish Ardell Road is not really finishing it. Until Ardell is completed, there won't be a solution to that. **John Hoit:** I live at 2251 N Citrine Avenue at the corner of Ardell and Citrine. My comments will echo Ian's. I do appreciate the fact that road improvement is part of this development. High density rental housing, rental housing in particular is incongruous with the adjacent properties. As you look around, there are new homes being built across School Ave. Mineral Springs has \$4-500,000 houses popping up. That property would be far better suited to the density that's already there. I don't know if we're talking about fourplexes, eightplexes, I don't know what the ultimate number of people that would be living in these eight buildings. If they're eightplexes, that's 64 families. That's totally incongruous to have 64 families living in two acres across from one guy who lives on half of an acre. I really think that regardless of how this was platted or thought of, in 2002 which is 16 years ago. There's no way that you thought this town was going to look like it does today. You have to change the plan as you go. We're talking about hopscotching two acres at a time. That doesn't make sense. This is not the type of property, not the type of development that needs to go on that property. **Zack Ricketts:** I live at 2597 N Snowbell. My concerns will centralize around safety, there are issues in this area. A lot of this has to do with traffic. This development at this location is putting the cart ahead of the horse. Infrastructure needs to be completed before such development should be considered. All collector roadways to this location. School Avenue from Ardell is not full width. School Avenue north of Ardell is a dead end. Ardell running east and west of School are dead ends. Access to this location from West, North and East requires cutting through subdivisions. Accessing this location via Arbor Ridge Subdivision creates significant concerns with existing driver behaviors. Speeding with the further development of the subdivision, there has been an increase on Quaking Aspen off of Linder and Kelson off of Hubbard. As you heard earlier, the developer plans on using Kelson as one of the cut-throughs for this subdivision or development to go North to Hubbard. That's already a road that's being used significantly to bypass the incomplete roads. This subdivision has a lot of on-street parking. That reduces the visibility to children and animals along the side of the road, significantly increasing the risk of an accident. With the on-street parking, the width of the roadways is reduced and, in some situations, there is not room for two-way traffic. The observation of stop signs near my residence and witnessing other behavior by other stop signs in the subdivision. There are three different behaviors. First, there are drivers that obey the law and stop. Second, there are drivers that roll through the intersection. Third, there are drivers that fail to observe the signs at all. I have personally been almost been involved in three accidents near my house, because people ignore stop signs in the subdivisions. With the addition of eight multifamily units in an area that does not have adequate roads or access, this would add traffic to roads that are not designed or completed as collector roadways as of yet. The Envision Kuna proposed plan does not include this location as a high-density residential area. I ask that you take these into consideration as you make the decision on this. **Tom Matus:** I live at 2164 N Star Garnet Drive, and I am on the Board of Directors of the Mineral Springs HOA and I'm a six-year veteran of the US Navy. I have a number of concerns that the previous opposition has been presented. I have outlined mine here with a few bullet points. Traffic on School Street is a major concern, and my concerns encompass neighborhood safety, increase flow on School Street through Walnut Creek Subdivision as well as Arbor Ridge Subdivisions. I don't mean to exclude the home values with an apartment complex going in. As a vested member of the community, I believe that structure, progress and growth are important. However, I believe that progress and growth should be monitored and thorough impact studies should occur prior to approving this type of project. The future development of other areas in Falcon Crest, which was a subdivision south of the tracks that was approved last week, leads me to believe that we have enough development going on. I think we want the community to stand out as well as a well thought out community with strong leaders and members backing it. We need to protect our community through its growth phase over the next decade and beyond. The area that the development is requesting does not need to be commercial and we do not need multifamily housing going in there. Do we really need to continue urban sprawl, hopscotching small areas

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without good planning and fore thought? The number of multifamily housing within Kuna now is pretty substantial. I believe inserting this project in the middle of three established subdivisions with housing prices between \$250-500,000 is a poor plan and at the least, will have a negative impact on all surrounding subdivisions. I urge you to make detailed observations when generating any changes or approvals to this request. How will this affect our school density. We're already at full capacity. My recommendation is plain and simple. At the very least, make this single-family homes and finish Ardell east and west. Go both directions before we start anything in that area. **Ben Steinbaugh:** I live at 2424 N Sunset Farm Avenue in Walnut Creek Subdivision. The widening of Ardell over to Walnut Creek is going to encourage cut-through traffic. This development is not consistent with all the other homes around it. As I understand it, the previous agreement in 2002 had a stipulation for some commercial lots, this wouldn't even be considered. This is because it's not consistent with everything that's changed and is going on forward. Mineral Springs lost a C-1 status and went to single-family. I believe that this piece of property should be developed as a single-family property and be consistent with Mineral Springs. One of the gentlemen and others up here I'm sure live in Mineral Springs. I don't have an issue with apartments, but an apartment complex should be on an arterial road such as Deer Flat or Ten Mile to support the amount of traffic and the amount of flow as a result of those people living there. This property would not be developed if it were started today. The only reason that's it's in consideration is because 16 years ago, someone thought well maybe we could develop this as a commercial. Maybe we could put something there. This development should be single-family. They wouldn't even consider making this a commercial property. This is dead-center in the middle of three subdivisions, please consider denying this. **John Sanders:** I live at 2217 N Citrine. First of all, the sign that was put up on Ardell, could we get that moved, because that's our passing lane. We can't get through if there's a car coming. I came from a place with apartments, and it brings crime and I don't have the facts to support that. There is no pride of ownership, I bought a house for \$360,000. You put apartments next door with 60-70 families, will they care about how the community looks? Will we have more police and fire to support that. Schools were mentioned, my wife is a school teacher. Are the schools going to be able to handle the additional children coming in? They're striking because they're overcrowded. Has that been considered? **Nicole Corney:** I live at 1340 W Oak Tree Drive in the neighboring Walnut Creek neighborhood. I am hoping that you will hold off this decision and vote no against it today. My first concern is the traffic impact. We have already seen already a giant increase in traffic cutting through our neighborhood in Walnut Creek from Mineral Springs or the southwest area of Arbor Ridge just to get to the Ten Mile area. If you're considering approving these, at least extend Ardell all the way to Ten Mile and all the way to Linder on both directions. Until roads are extended, I don't believe these should be even considered and I'm sure that these units will use our subdivision and Arbor Ridge as a cut-through to neighboring major roadways. These do not fit the characteristics of the surrounding area. Multi-family housing right in the middle of the developed neighborhood is awkward. This type of housing should be done closer to arterial roadways. Mineral Springs has half-acre custom homes right next to this valuing at almost \$500,000. This does not fit with the area, and this will surely bring down home prices close to it. Single-family homes are a much better fit for this specific piece of property in my opinion. Third, I'm very concerned about our already bursting schools. I would assume these would fall under Silver Trail Elementary boundaries. My kids have attended there for the last five years, and every year class sizes seem to get bigger and bigger. This year in particular, my son has been suffering greatly because of it. He is a fifth grader, but because of lack of budget, he is stuck in a class of half fourth and half fifth grade. The school tried to make it look appealing by putting a less kids in it to help with teachers. The principal said there is no money and nothing he can do. Something needs to be done about schools before we keep approving housing developments left and right. I feel that our children are suffering for it. Please consider these issues before approving this. **David Crawford:** I would like to thank everybody for coming out tonight and expressing their concerns with the growing pains. I would like to point out that we had two neighborhood meetings on this project. For the first meeting, two people came and expressed their approval for the project. For the second neighborhood meeting, nobody attended. I didn't get a copy of the letter, but if there was anybody who could get a hold of that, I might be able to address those concerns. Ardell and School Road have been built in bits and pieces. That's because the developer that improves the roads, such as in Mineral Springs Subdivision and in Walnut Creek Subdivision, we

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are the engineers of record. All those were built in pieces and parts as the lands developed. Arbor Ridge was a phased development. It was thought out with the comprehensive plan at the time, a traffic study was done. Part of a planned unit development is that a mix of housing types is brought. Arbor Ridge Subdivision did that. There was a park placed there and a pathway all the way along from Ardell Road to School will be completed and paved with Arbor Ridge Subdivision No. 6. It's interesting that the highway district doesn't fund the overall construction of roads that are adjacent to development. The developer builds these roadways as the phases are required. They are connected up, and eventually they'll connect. Those roads are dedicated to the public at each platted phase of the development. It should be noted that schools were primarily funded through taxes on housing. The more houses that come in and people get to enjoy the great City of Kuna from other states are actually helping to pay for schools. There was talk about high density housing and this not being the right area. This was part of the overall desire and one of the Comprehensive Plan goals from the City of Kuna to bring a mix of housing types. We have half-acre lots, R-4 and R-6 densities within this direct area. Arbor Ridge has a mix of housing types that range from R-4 designations and into Arbor Ridge Subdivision No. 5 where it's huge lots that are more consistent with the Mineral Springs. We always have a mix of housing types, and it's one of the objectives of the Comprehensive Plan. I think this fits it really well. Currently, School Street on-street parking was discussed as it reduces travel ways. There is no on-street parking allowed on any collector or arterial roadways. This project has all of it's on-street parking, and it was approved with the number of parking units that are required for the development. This is part of Arbor Ridge Subdivision No. 5. It's going to create the three lots where these buildings will be built, the Arbor Ridge Villas Subdivision plat is here just to create lots around those buildings. The development has been ongoing for quite some time. It's a test to the developer that's funding the project. He's been able to hang in there during the economic downturn that starved the housing in the community in about 2006. Much of this sat vacant and dormant until about 2013. We subsequently completed a phase of development annually as required, and this year alone we will complete two phases of Arbor Ridge No. 5 and 6, to continue to well-planned and thought out community of Arbor Ridge Subdivision. There was enough urban development in the area and we have lots of urban sprawl. Arbor Ridge is pretty close to the city center now. This isn't really urban sprawl, we're filling in the middle. The comprehensive plan, the city's impact area, has grown remarkably over the years. Police, fire, and schools are all funded primarily through taxes that are brought by people who come here to enjoy these communities in our area. We're not putting the cart before the horse, the roadways of Ardell and School will be completed to the extent practical within the boundaries of the development to complete them to where they end. There's another property owner and when that property develops, those will be connected. With Arbor Ridge's Phases No. 5 and 6, that will create the connections through to Hubbard Road, Walnut Creek and over to Linder Road. School Street was slated as being under width, it's actually got full trap lanes all the way from Deer Flat to Ardell Road. It was constructed with more than 24 feet of paving, which allows two vehicles to pass each other. Ardell Road wasn't built quite to that same standard. It will be fully completed with these two projects, Arbor Ridge No. 5 and 6 and Ardell No. 3. All those are slated to be completed this year. I'm also aware of another development that's occurring west of Mineral Springs on the south side of Ardell that will build the rest of it out to Ten Mile. Development is what builds our roads, and those are dedicated to the highway district at the end of it. I've got to talk a little bit about our pathway before we run out of time. We're not opposed to putting in a pathway. The reality of it is, we end up in a situation where I was able to broker a deal with the Boise Project Board of Control with Hubbard where we were allowed to put in a pathway. When the gentleman that allowed to occur at the time is no longer there, and the Bureau of Reclamation Boise Project Board of Control, being the federal entity that it is, changed its mind on what we're allowed to do within the right of way to secure their approval. We can only get their approval to install gravel pathways. We're not opposed to doing that. The minute we start talking about asphalt, it's not going to happen. We had the same discussion with the Mineral Springs development to the state lateral. We created a large open space lot, we piped the thing the whole way through, almost 2,000 feet of piping. We created a large lot, and the only thing we were allowed to do was put grass in it. They absolutely denied having any pathway through there. The Boise Project actually abdicated its responsibility for maintenance to others. It's kind of an interesting scenario, and we're not opposed to putting in a pathway. I'm just concerned

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about what that pathway needs to look like. I'll stand for any questions you may have. **C/Hennis:** You're applying for eight buildable lots and three common lots, but to my understanding, this will be overseen by an HOA that has all that common area taken care of. This will not be up to each individual ownership to maintain their landscaping and common areas, correct? **David Crawford:** The developer that's doing this is very savvy and well-known. He does a lot of these, and he is very concerned about how his developments look. CC&Rs are being prepared so that these will be managed and the landscaping will be professionally maintained. **C/Laraway:** Here's a follow-up question, these apartment complexes are going to be for rent and not for sale, correct? **David Crawford:** Commissioner, Chairman, they are not condos, so there are eight buildings that are proposed on three lots in Arbor Ridge Subdivision No. 5. We are allowing ownership of those buildings to be determined. The developer will own them, but it's possible that he could sell those to other people. They'll have to tie it on to the HOA and CC&R's as well. **C/Laraway:** Could there be eight different owners running an HOA? **David Crawford:** It's possible. The CC&Rs will dictate how that operates. The CC&Rs dictate the maintenance obligations and the controls for building, maintenance and all that kind of thing. That will be handled by a professional management company. Somebody else could own a particular lot within there. **C/Hennis:** You'll have eight buildings, each which will have multiple units, which you have not determined at this point. That building will have an owner, but not each individual unit. Those will be a rental, but you'll have eight ownerships that are still tied to a common CC&R and HOA. **David Crawford:** Absolutely. **C/Laraway:** You mentioned that your development will have access to Hubbard Road, is that going to be through School Street, that they will extend up past the PI Stem school, or are you talking about running it back to the subdivision? **David Crawford:** Arbor Ridge Subdivision No. 5 and 6 are going to complete School up to the project's northerly most boundary. Where it will connect with another road that I think is Pin Cherry Street, which goes east and ends up over at Kelson up to Hubbard Road through Arbor Ridge Subdivision. **C/Young:** I'll close the public testimony at 7:28. Now is the Commission discussion. The police department, fire department and school district have all been noticed and received copies of the application and have had their chance to review and comment on that? **Jace Hellman:** Correct. The police department and fire department typically attend pre-ap meetings. That's usually when they provide comments. No comments were provided on this project. **C/Young:** Has ACHD also received application and had no comment on the application as well. I was trying to address some of the other points addressed in public testimony. **C/Hennis:** The multi-family housing currently is in coordination with that. The applicant tried to clarify it to, with respect to the streets being fixed and widened prior to the development going in, it's kind of hard for a developer to put that in until he's putting the development. My understanding from the applicant is that those roads will be put in as this is developed. You can't just go in and build the streets without the development going in. You can't build streets on something the applicant doesn't own. **C/Hennis:** He can only take it up as far as he can go. Concerns have been heard yes. **C/Young:** We did the design review on this not too long ago, which is why we have the preliminary plat before us today. **C/Hennis:** The audience has seen a lot of the preliminary plat. It doesn't appear. The one's that we've seen lately for this multi-family housing, I think it's laid out well with open space. We're not going to have a line of apartment buildings, it will be separated into little building pods with a lot of open space and green in between it. Internal parking will exist. Based on the sentiment that the audience has brought forth, you look at the actual plat, the applicant and the owner has tried to keep a lot of your concerns in mind. It's not by any means a boxy development. **C/Young:** We can't just change the zoning. It's an allowed use in this zone. **C/Laraway:** I think that we've asked for this in other multifamily complexes is that they have the open space. It would be nice if they had the amenities to put in those spaces to keep the kids in these areas. I'm assuming the park is a part of this, but that is still five blocks away. I don't think parents will want their kids running off down that far if they have some amenities in the complex itself. There seem to be a couple of larger areas that would easily hold something that would keep the kids there to entertain them. I don't know if that's unreasonable. **C/Young:** No, it's something we've discussed in the past. The canal along the side will really help as well. **C/Laraway:** I think that once these arteries are completed on North School and Ardell to the west, traffic will most likely funnel out three different ways rather than straight through the subdivision. I understand that this is probably a short-term problem, but I think the end result is that the traffic will disperse three other directions. **C/Gealy:** I do think that affordable

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housing is important and that we provide a variety of housing type and product. We need to mix it and not have whole areas that are one kind of house. It's important to have diversity in our housing areas. I do think these corners tend to get busier and busier, and because of that they lend themselves more to commercial or multifamily units. They've done a nice job with the two access points, so it's not like a dead end. I do think it would be nice if there were some amenities and some of that green space there. I'd like for them to work on a pathway along that canal.

Commissioner Hennis motions to recommend approval to the City Council of Case Nos. 18-07-S with the conditions as outlined in the staff report; with an additional condition that the applicant work with the City to arrive at an amicable solution for the pathway that the City has in its Comprehensive Plan; and an additional condition to work with the City to provide at least an amenity for a gathering place for children like a tot lot or gazebo; Commissioner Gealy seconds, all aye and motion carried 3-0.

3. COMMISSION REPORTS

C/Young: We have the Planning and Zoning Elections for Chairman and Vice Chairman for the year of 2019.

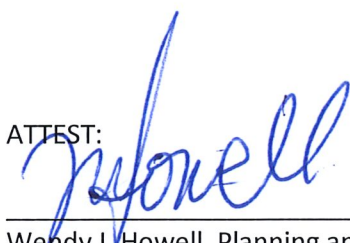
Commissioner Gealy nominates Chairman Young and Commissioner Hennis to serve as Chairman and Vice Chairman of the Planning and Zoning Commission for the year of 2019. Commissioner Laraway seconds, all aye and motion carried 3-0.

Wendy Howell: I hope you all are looking at the new Comprehensive Plan. **C/Laraway:** Do you know when our changes that we talked about last meeting will go before the City Council? **Wendy Howell:** They will go February 5th.

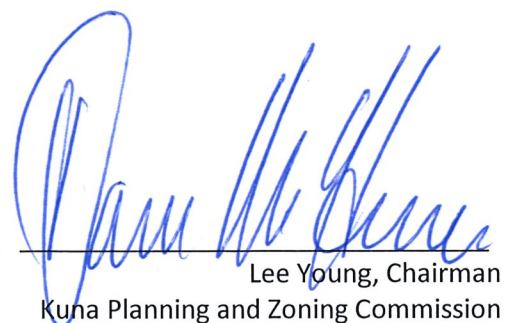
4. ADJOURNMENT

Commissioner Gealy motions to adjourn; Commissioner Hennis Seconds, all aye and motion carried 3-0.

ATTEST:



Wendy I. Howell, Planning and Zoning Director
Kuna Planning and Zoning Department



Lee Young, Chairman
Kuna Planning and Zoning Commission